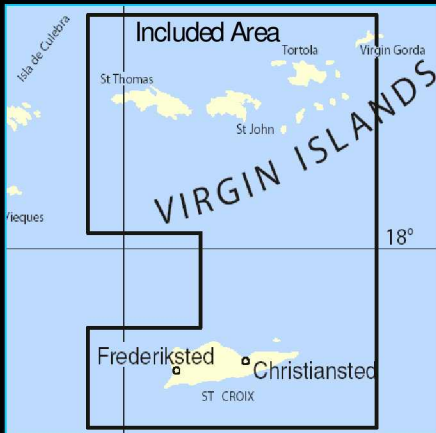


BookletChartTM

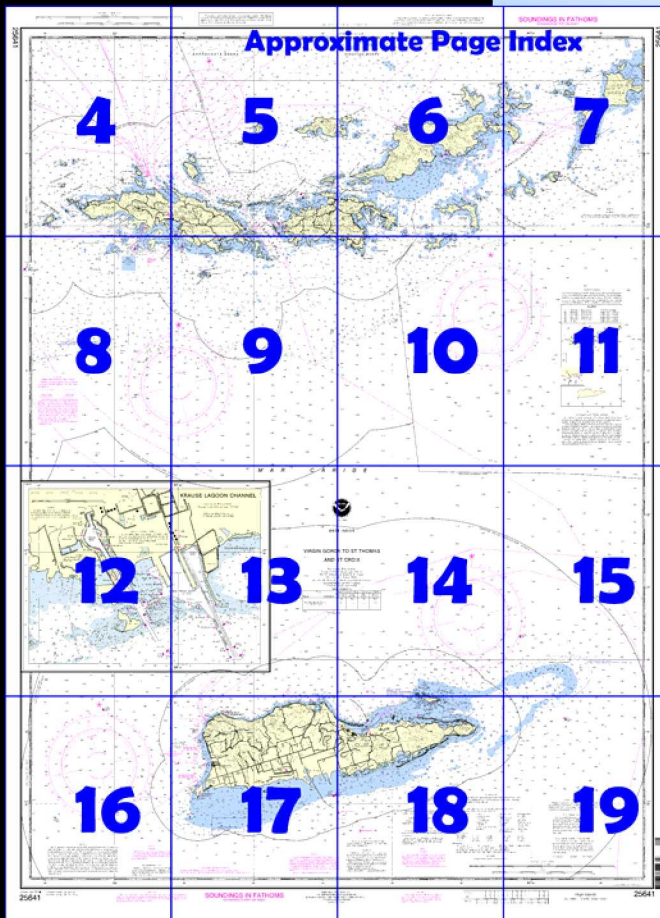
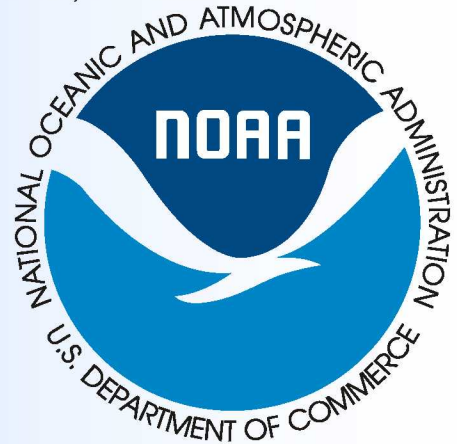
Virgin Gorda to St Thomas and St Croix

(NOAA Chart 25641)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

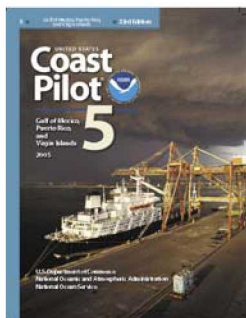
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 14 excerpts]

(34) **St. Thomas Island**, commercially the most important of the U.S. Virgin Islands, is 34 miles E of Puerto Rico. It is 12 miles long and from 1 to 3 miles wide. A lofty ridge extends along its whole length. **Signal Hill**, nearly in the center of the island, is 1,504 feet high, and **Crown Mountain**, 1.7 miles to the W, is 1,550 feet high. Lights are shown from towers on the summit of each.

(37) **Savana Island**, 2 miles WSW from the W end of St. Thomas, is nearly a mile long

and 0.5 mile wide. **Savana Island Light** (18°20'24"N., 65°05'00"W.), 300 feet above the water, is shown from a white tower at the SW end of the island. **Din Point** is a bold dark headland, with cliffs 80 to 100 feet high, at the NW extremity of the island. The SE shore of the island is generally rocky with short stretches of gravel beach in the bights. Depths of 34 feet and less extend up to 0.5 mile from the E side of the island.

Just N of **Virgin Point**, the SW extremity of the island, the cliffs are of crushed rock and sandstone formation and from offshore appear as red cliffs. Detached rocks extend 200 yards S of Virgin Point. **Domkirk Rock**, a crag with twin steeple-shaped pinnacles which resemble a cathedral, is 100 yards SE of Virgin Point. Some rocks 8 to 10 feet high and steep-to are on a sunken ledge which extends about 700 yards off the NE point.

(38) The currents in the vicinity of the NE point of Savana Island are very strong, and small boats should give the reef a wide berth. Boat landings may be made in smooth weather.

(40) **Little St. Thomas** is a low grass-covered peninsula connected with the W end of the island of St. Thomas by a sandspit. A 50-foot hill is near the NE point and a 21-foot bluff is at the S end. **Mermaids Chair**, 15 feet high, is a conspicuous rock that has the shape of a chair at the apex of a triangular coral reef projecting from the SW point of Little St. Thomas. Small boats stay in the gravel cove S of the peninsula when the sea is too rough to land at Sandy Bay or Botany Bay. A boat passage is between Little St. Thomas and a 42-foot islet 100 yards to the N.

(41) **Big Current Hole** is a passage separating West Cay from Little St. Thomas. There are rocks awash extending E from West Cay; the outer one, **Drum Rock**, 2 feet high, constricts the channel, the strong currents and heavy tide rips render the passage difficult. Small boats using this passage, when passing through from S, head for Drum Rock and leave it close-to on the port hand.

(43) **Salt Cay**, 242 feet high and 0.6 mile NW of Little St. Thomas, is generally rocky and rugged, particularly on the N coast where cliffs rise precipitously to 100 and 150 feet high. Many rocks awash are close-to on the SW, W, and E sides of the cay. The channel between Salt Cay and West Cay is shallow, and breakers extend across it.

(44) **Salt Cay Passage** is about a mile wide, with deep water in the channel, and is free of dangers.

(47) **Dutchcap Passage**, just S of these islands, is free of dangers.

(48) In navigating the passages between this group of islands, it is necessary to guard against the tidal currents, which in Savana Passage run with a velocity of 3 knots and in the others about 1 knot. Sailing vessels beating up against the northgoing current should stand well to S of Savana Island, so as to avoid the strength of the inshore current.

(52) **Inner Brass Island** and **Outer Brass Island** are off the N side of St. Thomas about 4 miles from the W end. A 22-foot channel is between St. Thomas and Inner Brass Island; **Brass Channel**, between the two small islands, has a depth of 48 feet.

(55) Landings may be made on St. Thomas Island through breaks in the fringing coral reef in **Caret Bay** and **Neltjeberg Bay** SW and S of Inner Brass Island. **Hull Bay**, SE of Inner Brass Island, is shoal, but it is used to some extent by fishermen.

(56) **Lizard Rocks**, 0.7 mile offshore and 0.8 mile W of Inner Brass Island, are a group of bare rocks and rocks awash. **Ornen Rock**, with 6 feet over it, is a mile E of Inner Brass Island. Waves do not ordinarily break over Ornen Rock even during a heavy ground swell.

(57) **Magens Bay** is the only important bight on the N shore of St. Thomas. It is 1.6 miles long and 0.6 mile wide. Its E side is formed by a long, narrow tongue of land, which terminates to the NW at **Picara Point**, nearly midway between Hans Lollik and the Brass Islands, and its W side by St. Thomas Island and **Tropaco Point**. Prominent are several gray square buildings built over a 50-foot cliff at the end of Tropaco Point. The bay, safe only for small vessels, is open to the NW and consequently exposed to rollers. Entering from the N or NW, avoid Ornen Rock and from the E, during calm seas, the rocks 30 yards NE of Picara Point. During heavy ground swells, a confused sea exists in the area of these rocks, and the point should be given a wide berth.

(58) The depth in Magens Bay varies from 5 to 12 fathoms, but the S portion has a bank of 1¼ fathoms, extending 0.3 mile from the shore, surrounded by depths of 2 to 3 fathoms. A fine sand beach is at the head of the bay. **Reseau Bay** and **Lerkenlund Bay**, small bights on the shore of Magens Bay, are used by fishermen to beach their boats.

Table of Selected Chart Notes

NOTE F
Cross Channel lights 2, 4, and LK are obscured to seaward within the indicated sector lines.

Corrected through NM Jan. 3/04
Corrected through LNM Dec. 16/03

HEIGHTS
Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.


NOTE B
Limetree Bay and vicinity is undergoing extensive modification and dredging. Mariners are advised to exercise caution while navigating the inner harbor area. Aids to navigation are private.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
See the National Imagery and Mapping Agency List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

NOTE D
CAUTION
Mariners are cautioned against anchoring, dredging, or trawling within the area of the dashed magenta lines due to the presence of underwater cables.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

St. Thomas, V.I. WXM-96 162.475 MHz

NOTE E
CAUTION
The area within a 4-mile radius of Limetree Bay Channel Entrance Lighted Buoy 2 is constantly congested with very large tank vessels. All vessels are advised to avoid loaded tank vessels and use extreme caution in and near this 4-mile area.
See U.S. Coast Pilot 5 for additional information.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.
Refer to charted regulation section numbers.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE G
CAUTION
Uncharted submerged rocks are reported (1979) to exist between Round Rock and Fallen Jerusalem (18°24.5'N., 64°27.5'W. approx.).
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE X
The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence. The Puerto Rico natural resources boundary is the limit of the commonwealth's jurisdiction under Public Law 96-205, March 12, 1980; 94 Stat. 91.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

COLREGS, 80.738a (see note A)
International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

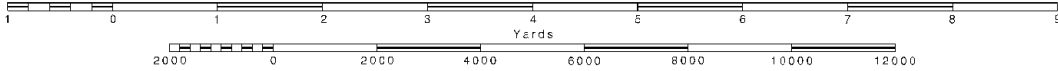
TIDAL INFORMATION				
Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
Name	feet	feet	feet	feet
Christiansted, St. Croix Is. (17°45' N/64°42' W)	0.8	----	----	-1.0

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):
AERO aeronautical G green Mo morse code R TR radio tower
Al alternating IQ interrupted quick N nun Rot rotating
B black Iso isophase OBSC obscured s seconds
Bn beacon LT HO lighthouse Oc occulting SEC sector
C can M nautical mile Or orange St M statute miles
DIA diaphone m minutes Q quick VQ very quick
F fixed MICRO TR microwave tower R red W white
Fl flashing Mkr marker Ra Ref radar reflector WHIS whistle
R Bn radiobeacon Y yellow

Bottom characteristics:
Bds boulders Co coral gy gray Oys oysters so soft
bk broken G gravel h hard Rk rock Sh shells
Cy clay Grs grass M mud S sand sy sticky

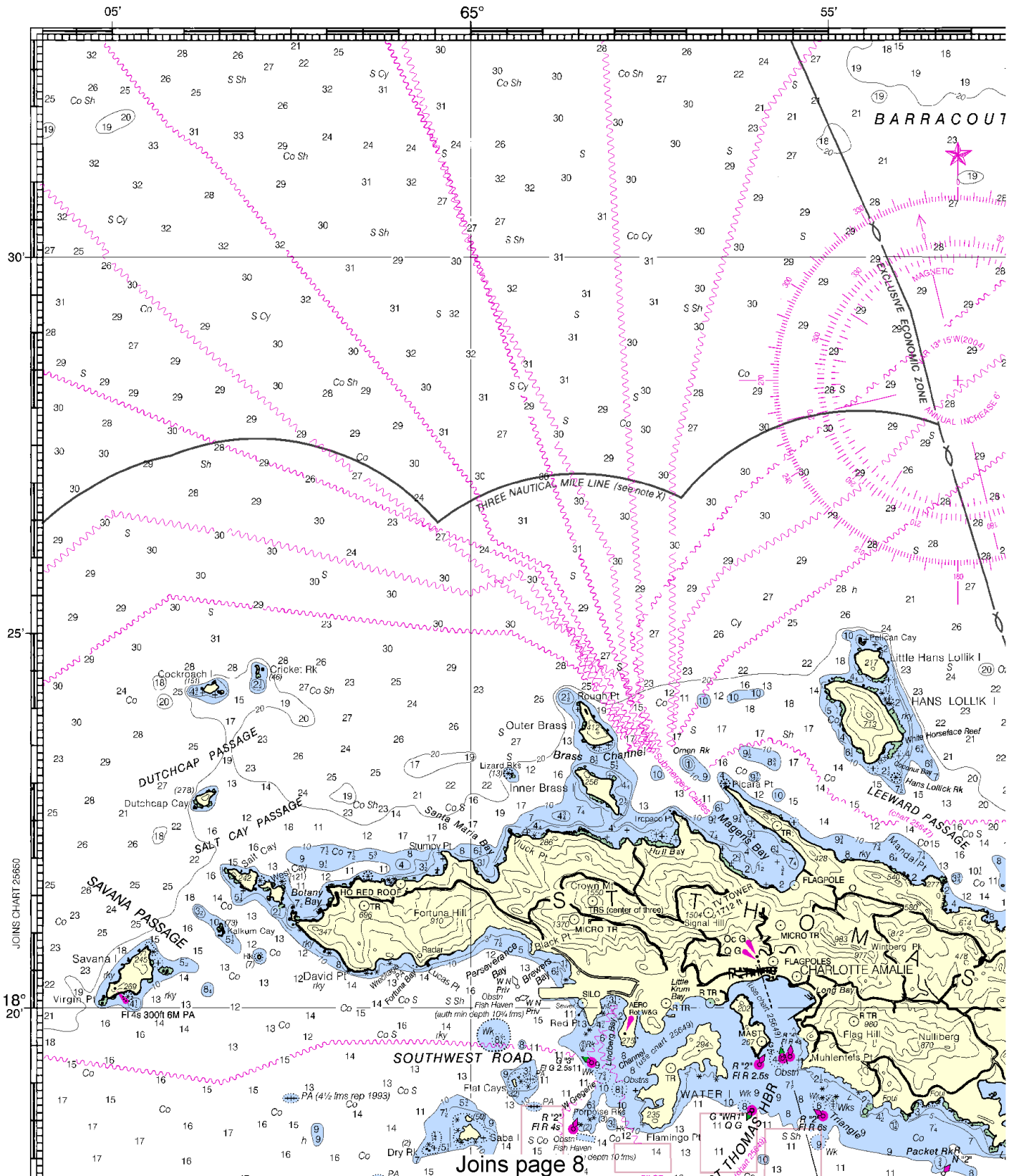
Miscellaneous:
AUTH authorized Obstr obstruction PD position doubtful Subm submerged
ED existence doubtful PA position approximate Rep reported
ZL Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

SCALE 1:100,000
Nautical Miles



This nautical chart
Ocean Service encourages
improving this chart
Service, NOAA, Silver

25641



4



Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.

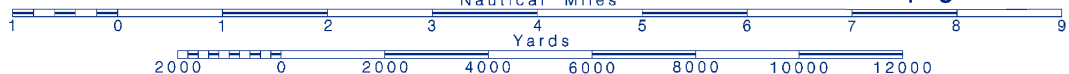
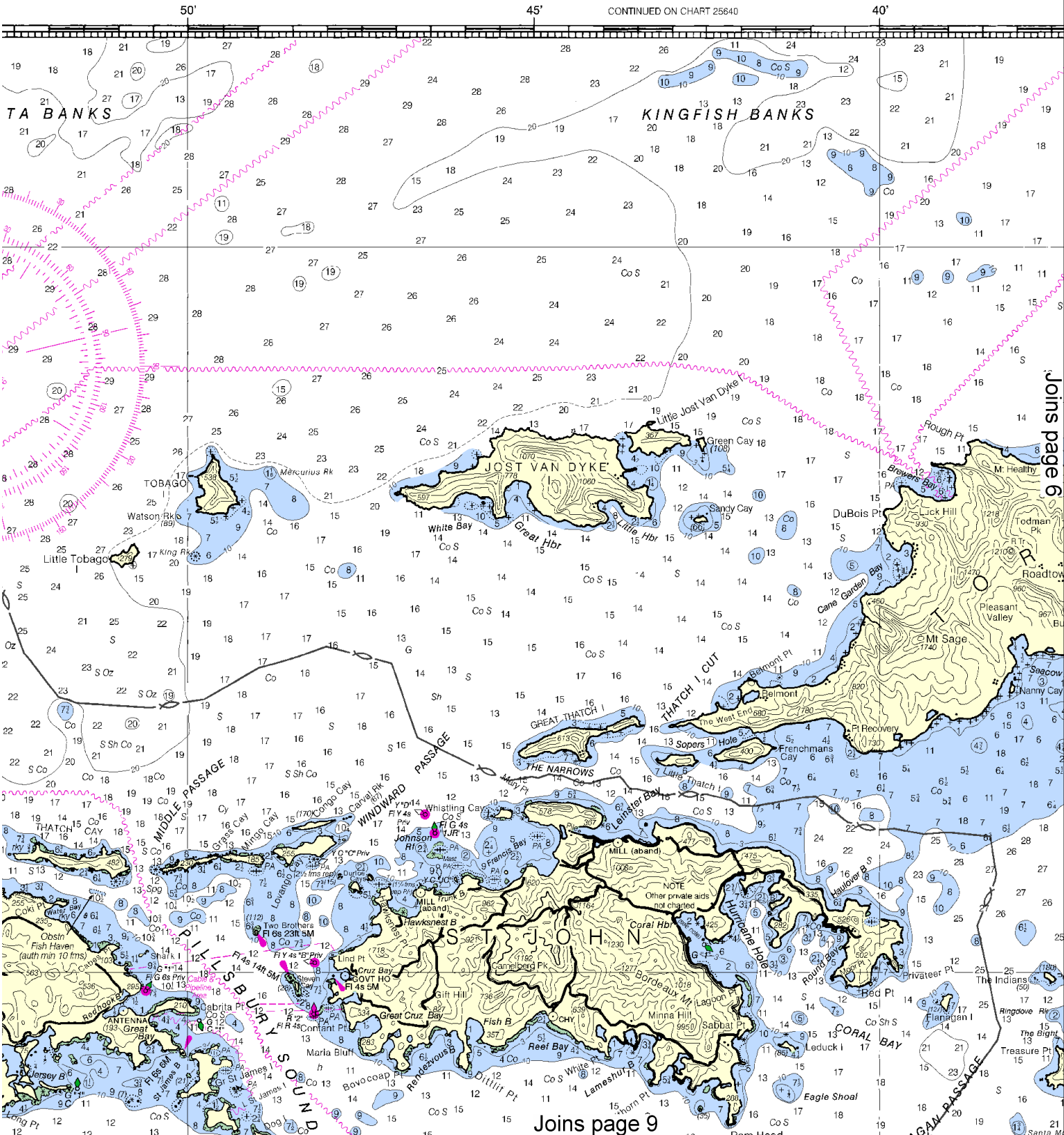


chart has been designed to promote safe navigation. The National encourages users to submit corrections, additions, or comments for part to the Chief, Marine Chart Division (N/CS2), National Oceanic and Atmospheric Administration, 1315 East-West Highway, Silver Spring, Maryland 20910-3282.

This chart is available in a version with corrections. Charts are printed when available 5-8 weeks before their release. Print-on-Demand charts.

Formerly C&GS 905, 1st Ed., Dec. 1921 C 1921 208 KAPP 386



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:133333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

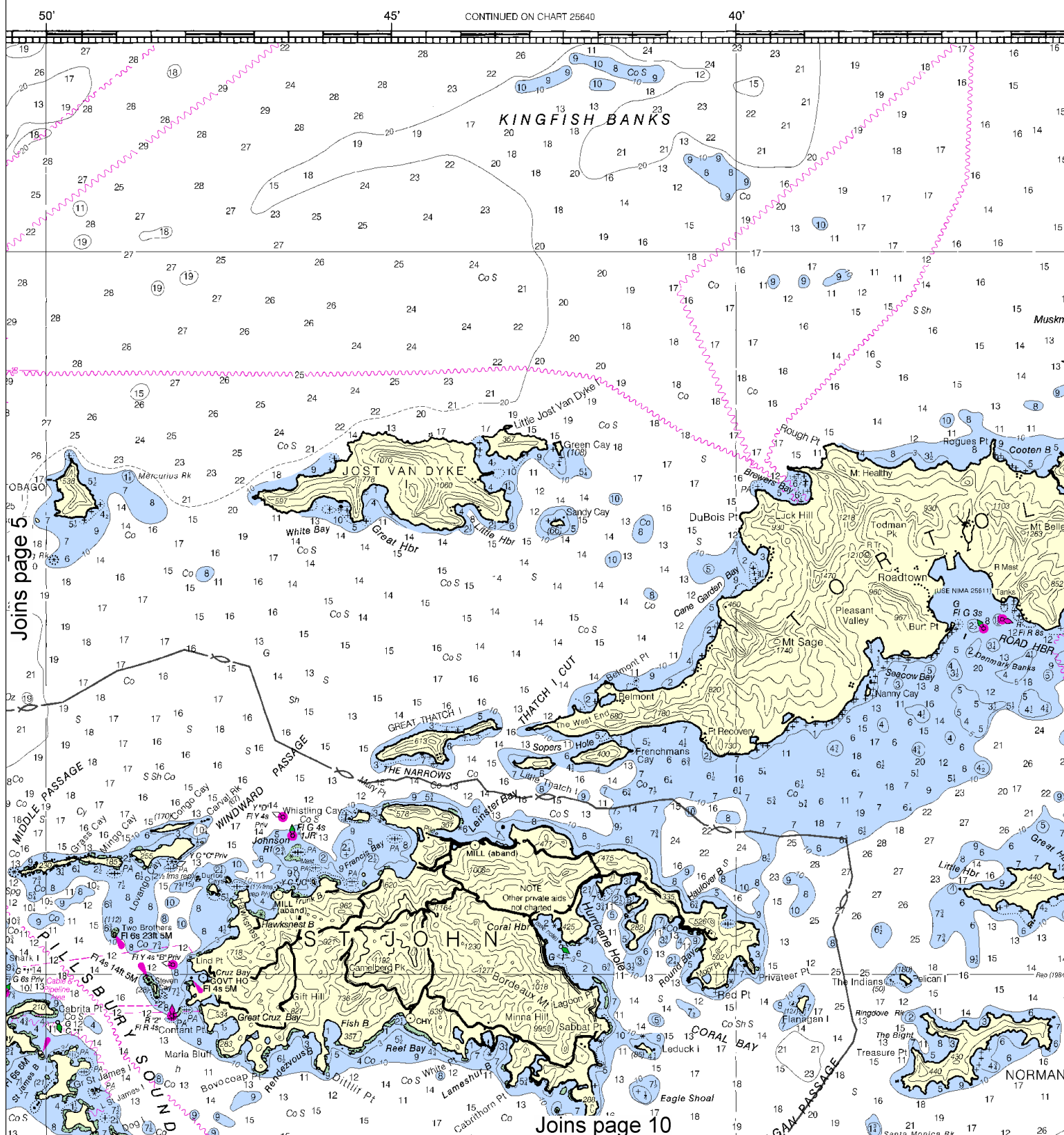
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Formerly C&GS 905, 1st Ed., Dec. 1921. C 1921 208. KAPP 386

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Not corrections. Charts are printed when ordered using Print-on-Demand to available 5-8 weeks before their release as traditional NOAA charts. Print-on-Demand charts.



6



Printed at reduced scale.

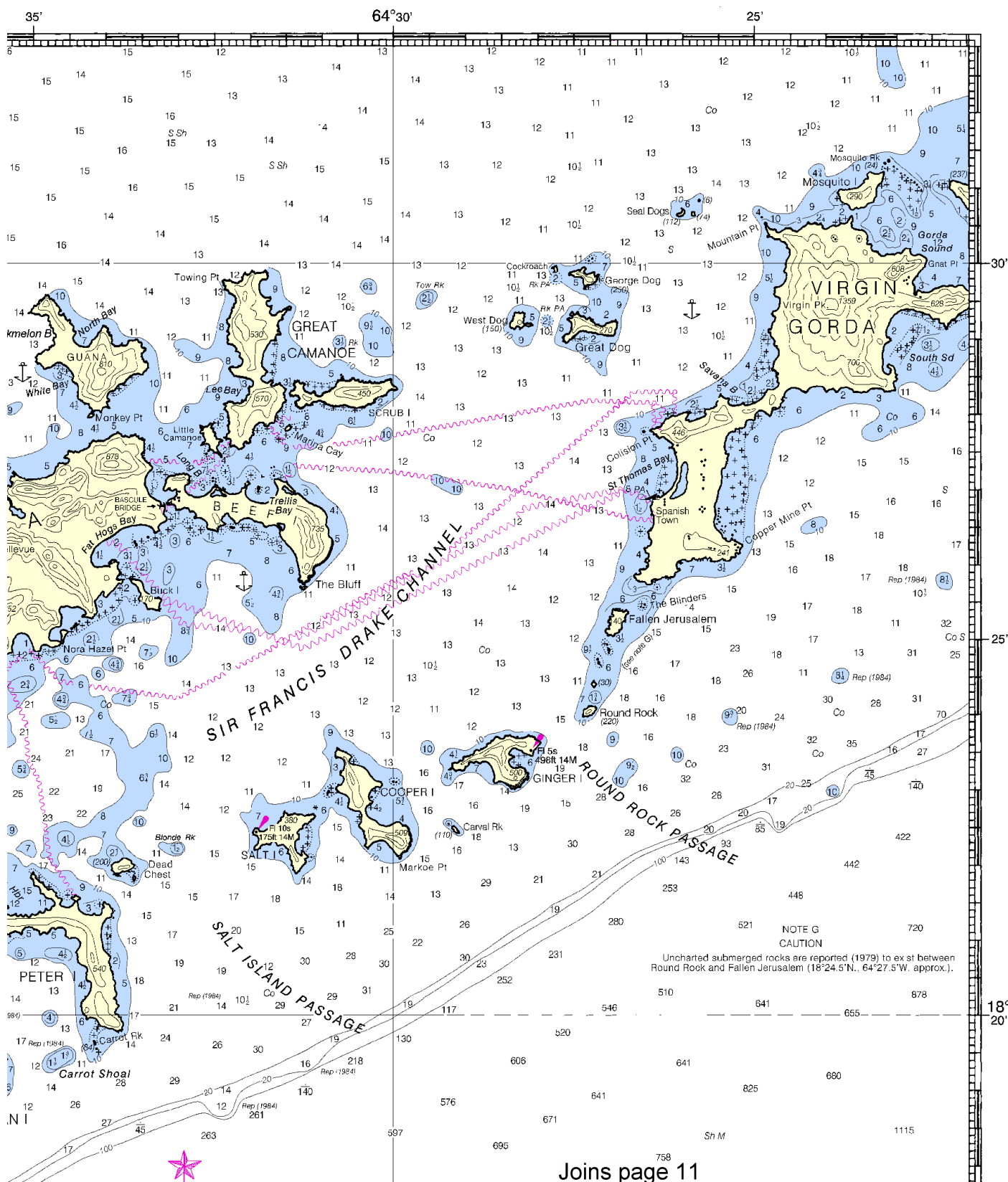
SCALE 1:100,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FATHOMS

(SOUNDINGS IN FEET ON INSET)

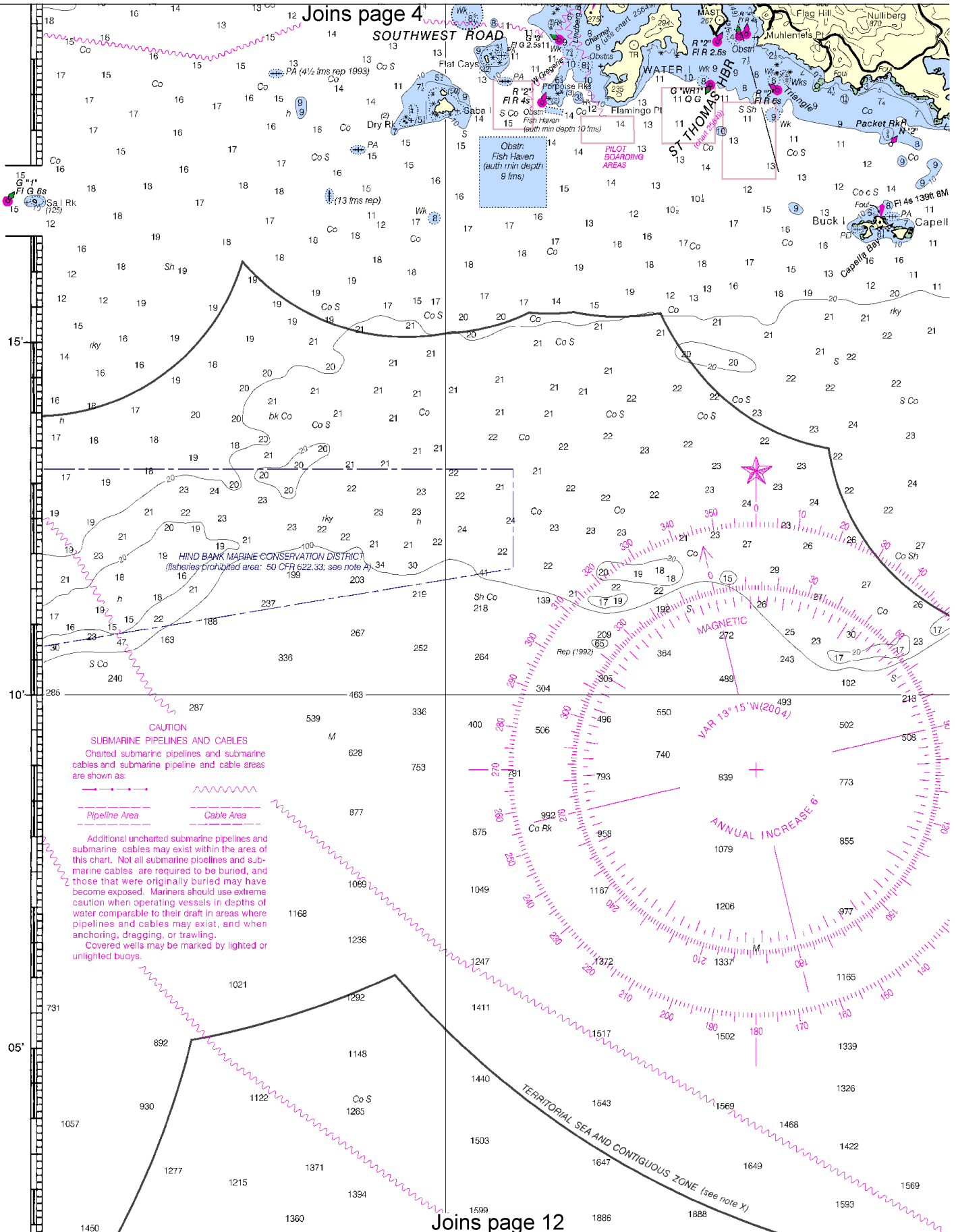


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Joins page 11

Joins page 4

SOUTHWEST ROAD



8

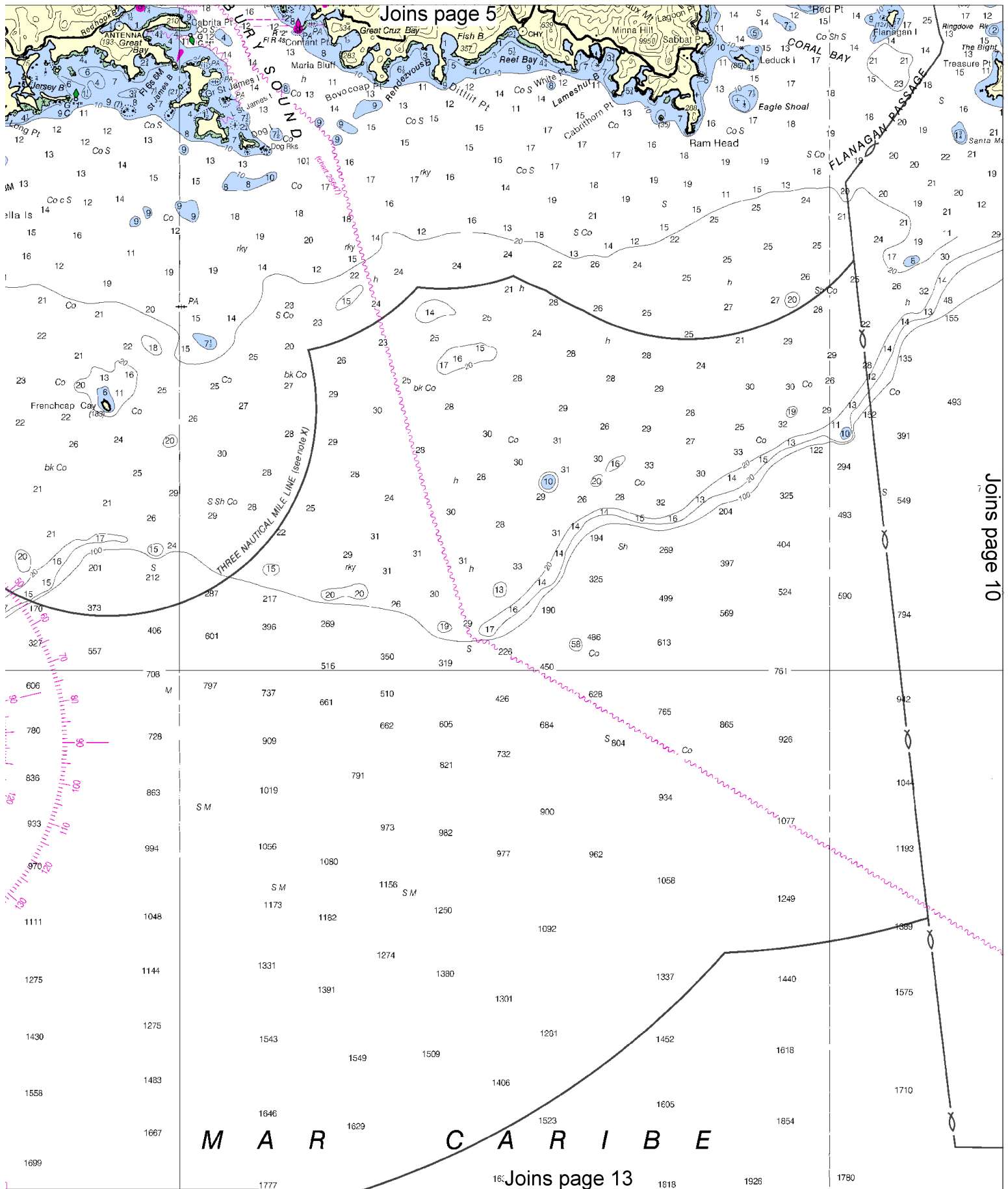


Printed at reduced scale.

SCALE 1:100,000

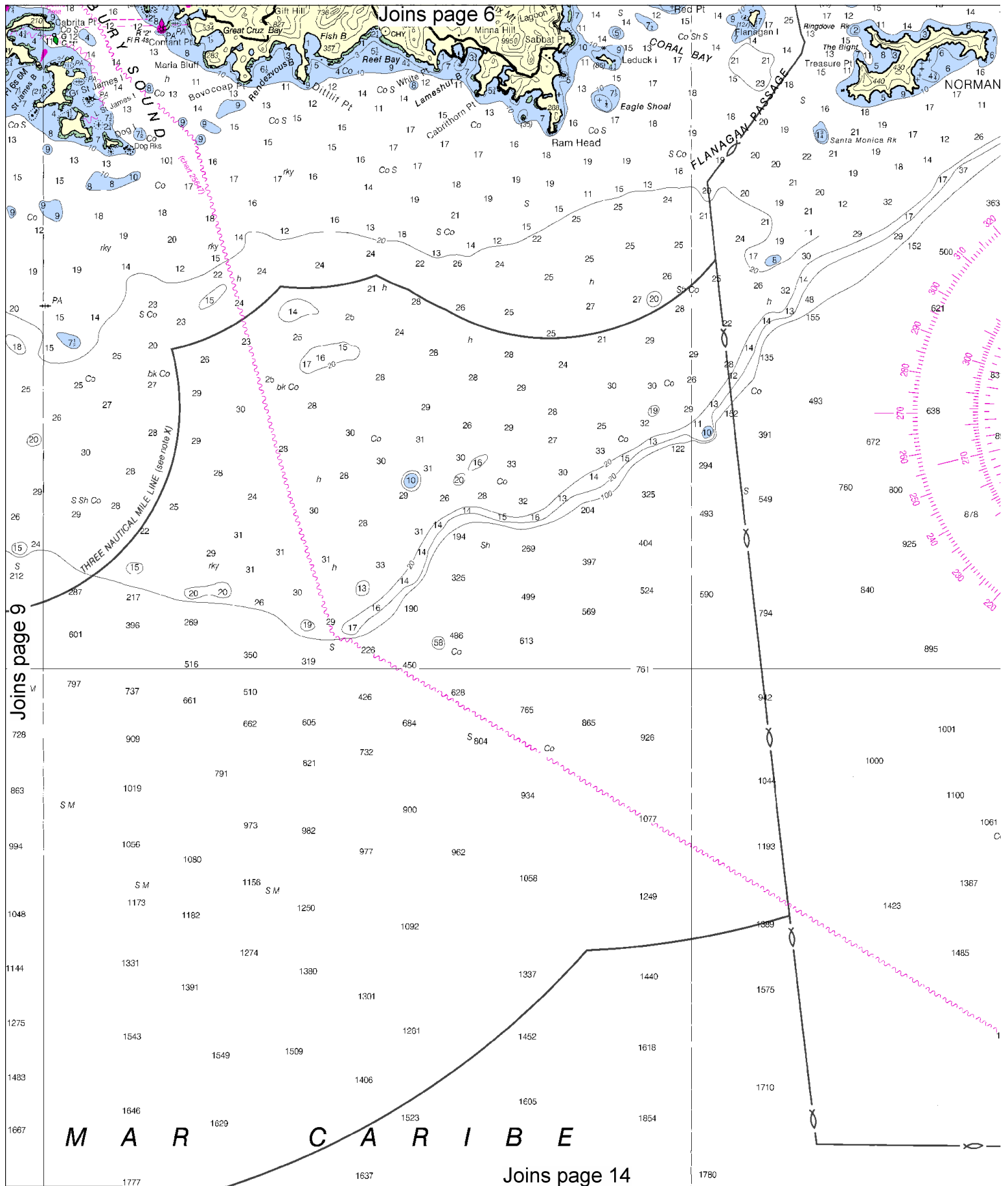
See Note on page 5.





Joins page 10

Joins page 13



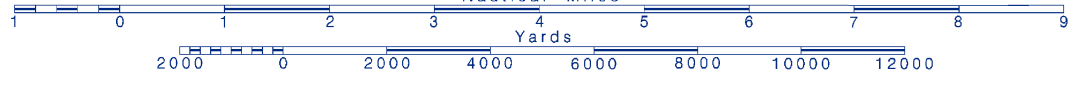
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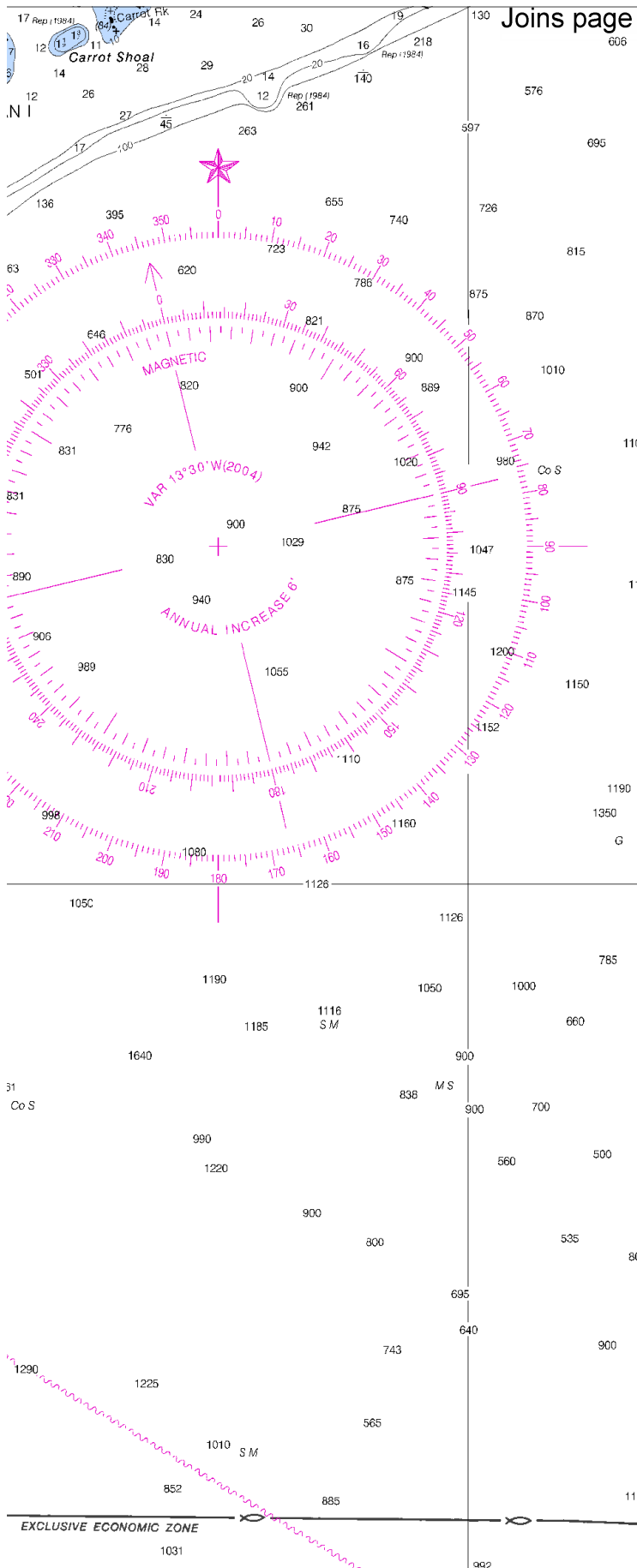


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SCALE 1:100,000

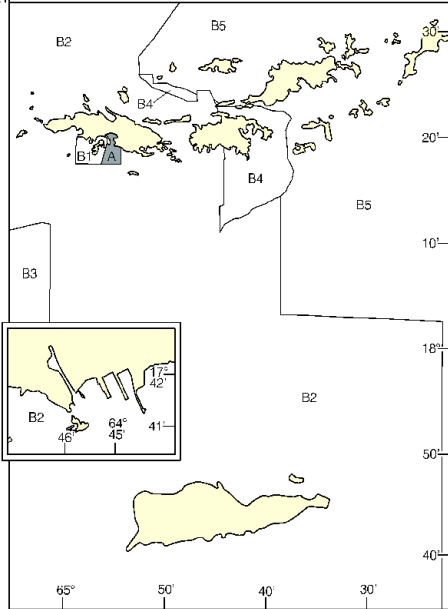
See Note on page 5.



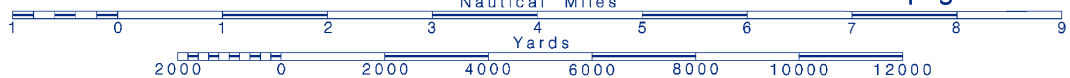
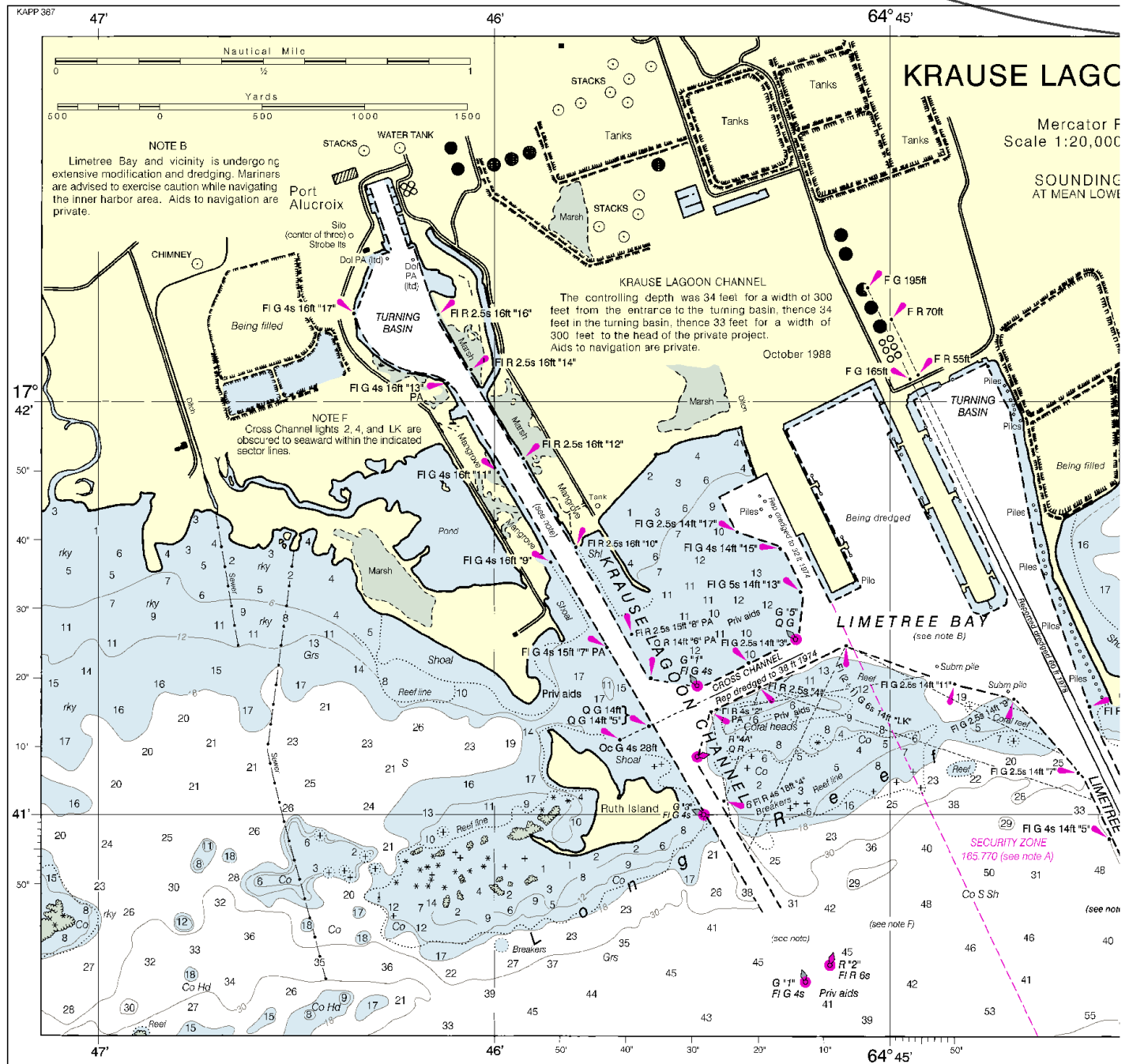


The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

SOURCE		
A	1990-2002	NOS Surveys full bottom coverage
B1	1990-2002	NOS Surveys partial bottom coverage
B2	1970-1989	NOS Surveys partial bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage
B5	Pre-1900	NOS Surveys partial bottom coverage



HURRICANES AND TROPICAL STORMS
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NEL



WEST INDIES

VIRGIN GORDA TO ST THOMAS
2117
AND ST CROIX

Mercator Projection
Scale 1:100,000 at Lat. 18°04'
North American Datum of 1983
(World Geodetic System 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

**SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER**

TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Christiensted, St. Croix Is. (17°45' N/64°42' W)		0.8	----	----	-1.0

(1003) 192 PA (reg 1975)

Joins page 13-

Joins pag

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

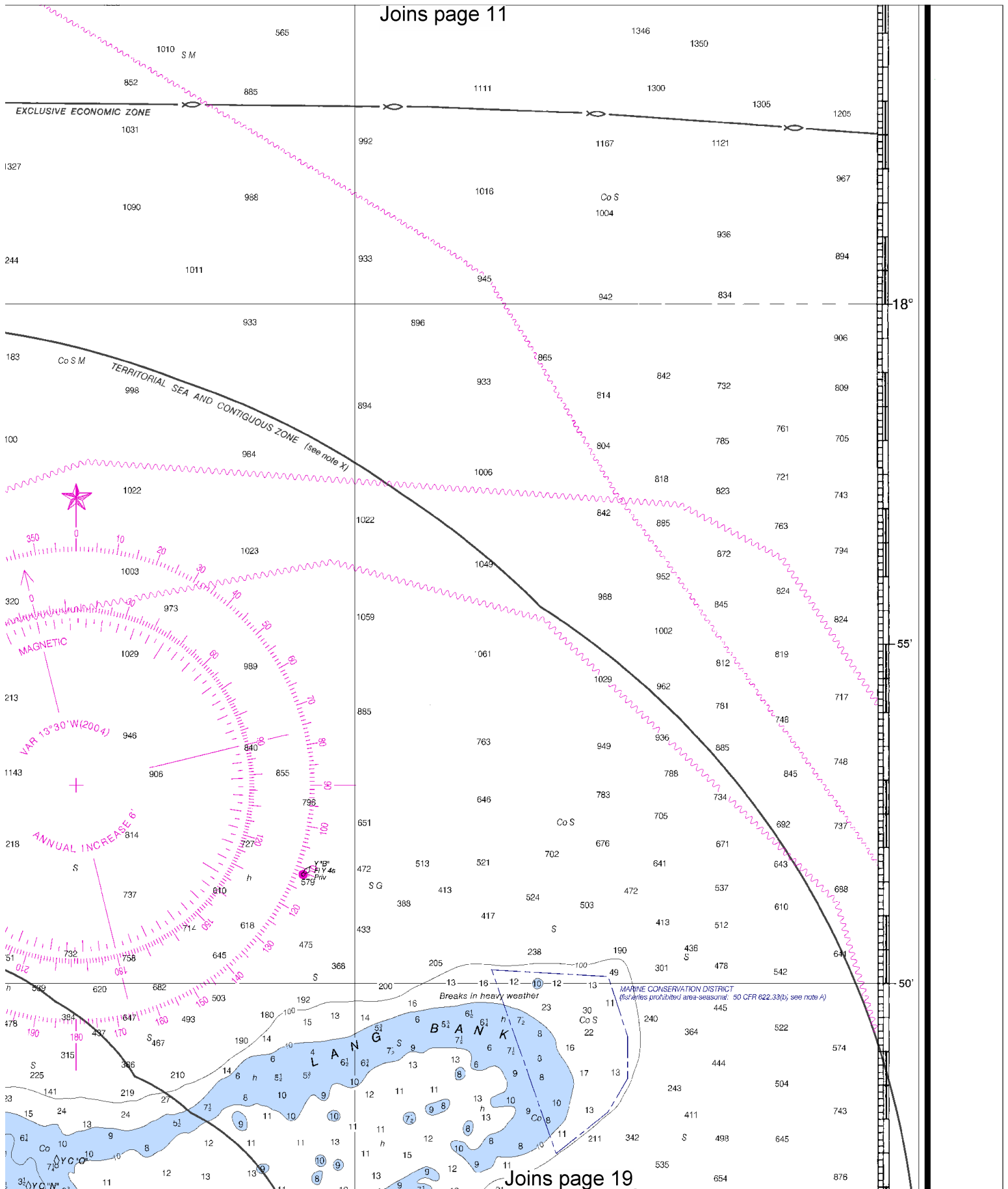
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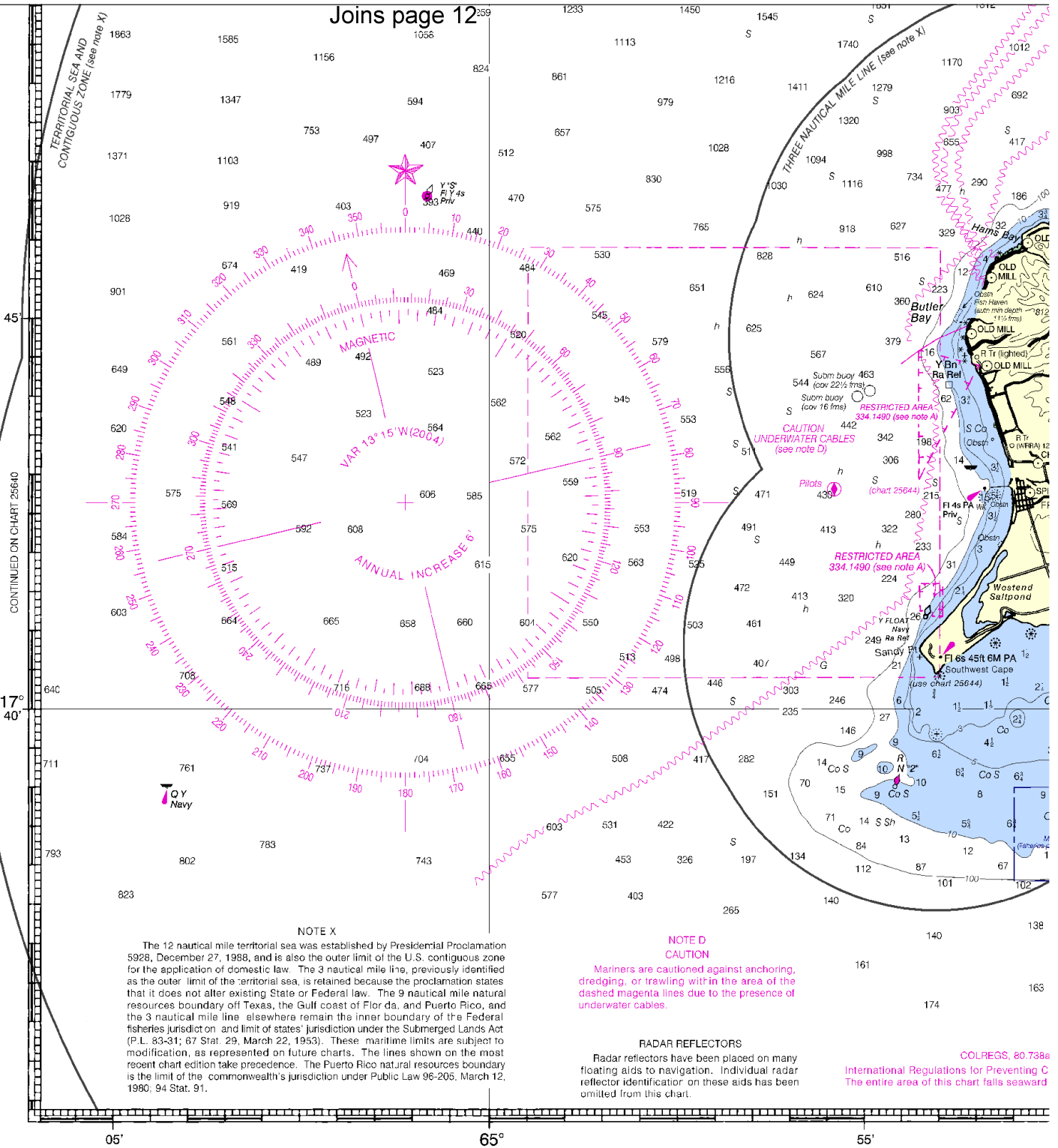
14

4
Yards

6

Joins page 11





27th Ed., Jan./04
25641

Corrected through NM Jan. 3/04
Corrected through LNM Dec. 16/03

CAUTION

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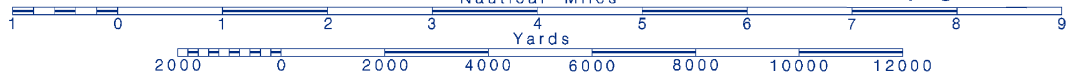
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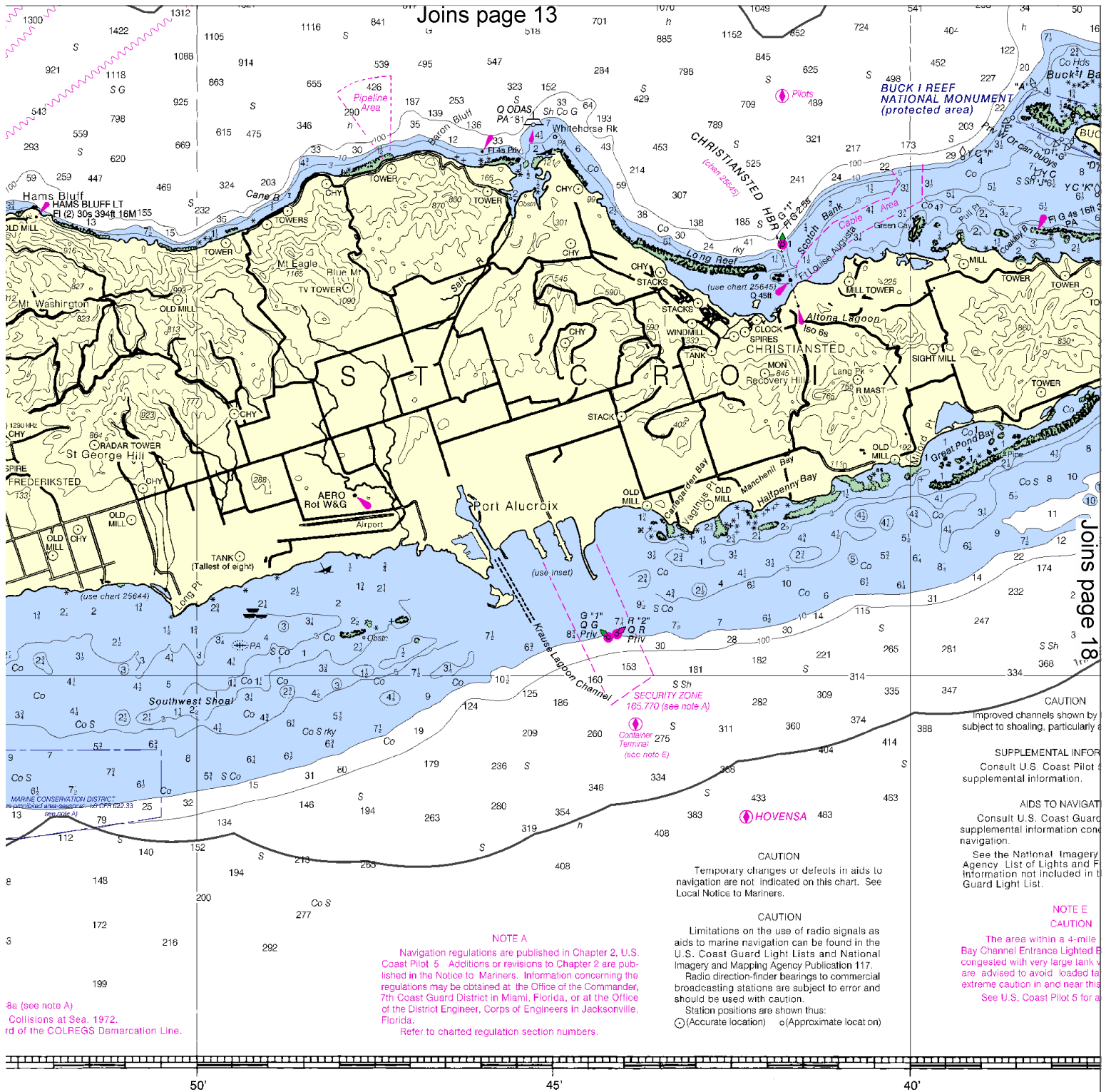


Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

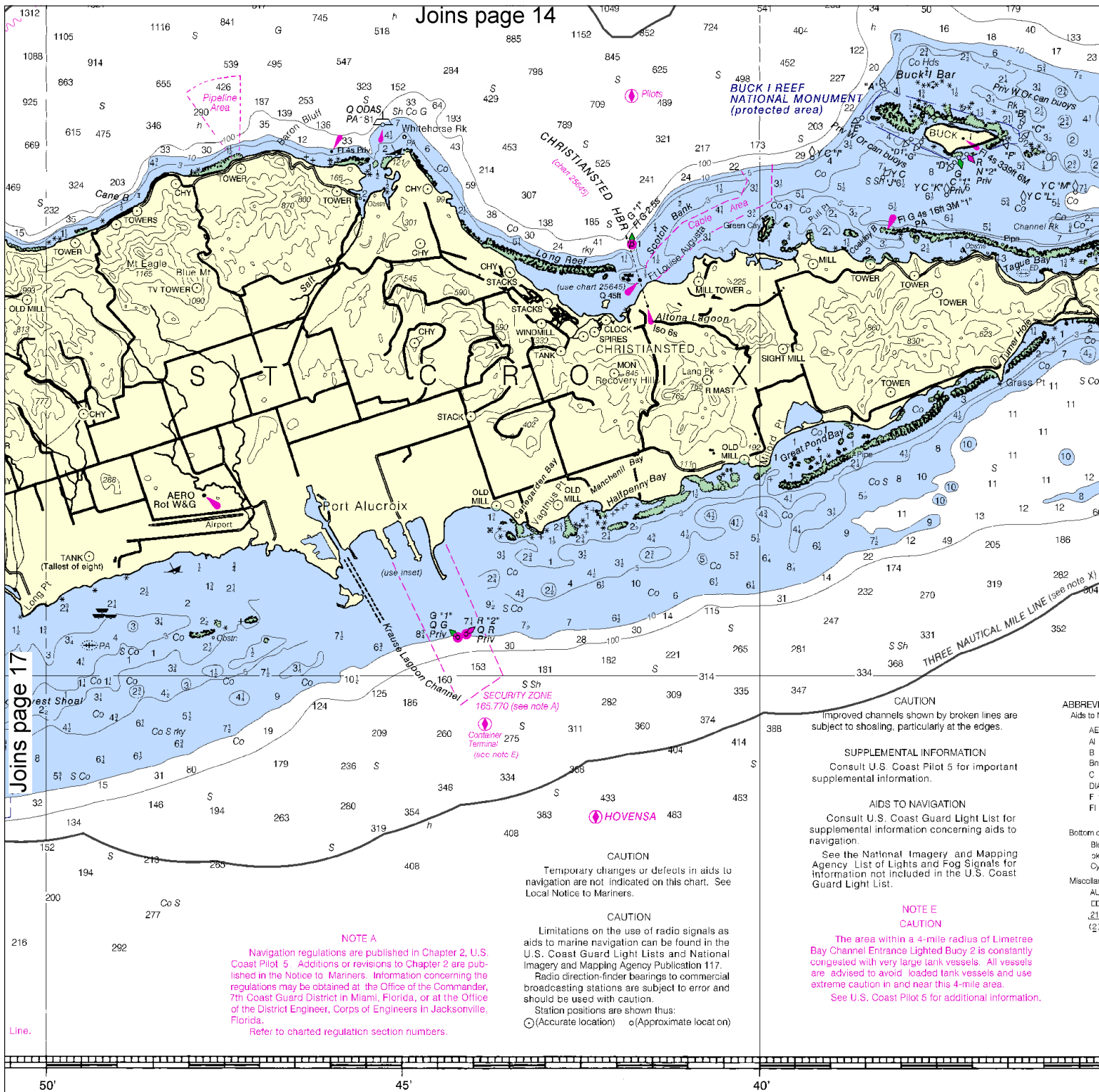
See Note on page 5.





SOUNDINGS IN FATHOMS (SOUNDINGS IN FEET ON INSET)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



IN FATHOMS
(FEET ON INSET)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

18



Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Virgin Islands – (284) 494-4357

Coast Guard Virgin Islands Duty Cell Phone – (284) 499-0911

Coast Guard Puerto Rico (Covers St. Croix) – (787) 289-2140

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.